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香港中外新報

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1917.

With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

GERMAN BRUTALITY AT LENS THREATENING THE INHABITANTS.

Looking rather pale, thinner and greyer than of old, M. Basly, the well-known labour deputy and Mayor of Lens, who has been repatriated from his captivity in Belgium, arrived in Paris recently, wrote the Special Correspondent of the Daily Chronicle.

"The Germans behaved in a scandalous manner," he said. "They were always threatening us. During two years we lived in cellars. The population, which was 12,000, managed to get enough to eat, thanks to American help and the preparations we took."

There was always a discussion between the mayor and the German officers on the subject of the demands of the Kommandant, who became more and more arrogant and violent. Confronted by M. Basly's firmness, the officers threatened to shoot him, and finally deported him and others to the province of Namur, in Belgium.

They had only a very short warning of this step, which was taken on April 11th last. In snow and intense cold the party had to walk ten miles to the station. Carriages were promised for the weak and infirm, but they were actually used to convey booty stolen from private houses.

The Germans seized nearly \$4,000 out of the public funds, amounting to \$20,000. They kept also the town records. They attempted to flood the coal mines, but did not succeed, but as early as 1915 they blew them up. Later they blew up the municipal buildings, the Bank of France and a church.

The Germans destroyed property without the least military reason. Their pretext for blowing up the mines was that the inhabitants could communicate through the cuttings with the British Army outside.

Towards the end of September last year, the Kommandant offered to furnish about half a pound of potatoes per head to the population, but demanded a deposit of \$500 for the privilege. The money was handed over, but the inhabitants never saw the potatoes.

One day, said the deputy, "the local commander, Major Koltz, complained vehemently to me that a German soldier had been wounded by a gunshot fired by an unknown inhabitant. As I knew that the soldier in question had been wounded by an English bullet, I protested, but it was of no avail. Koltz said to me, 'The town is fined \$500. We shall regard the \$500 paid for the potatoes as a payment on account.'"

Koltz was thoroughly German. One day when I recalled the existence of the Hague Convention in respect of some demand of his, he replied, "The Hague Convention is for us and not for you."

The Germans were particular adepts at "lifting" railway lines, and for 15 miles behind their front only a single track exists.

M. Basly left over 200,000 lb. of flour and 60,000 lb. of rice and other provisions at the Town Hall, being unable to take anything with him for his exiled fellow townspeople, who, nevertheless, maintained their good spirits.

They passed the night at Douvres, where they waited outside the railway station in the freezing cold until 8 o'clock, when they were crowded into filthy cattle trucks and despatched to Havelange, in Belgium. The journey took 22 hours.

WAR NEWS.

CZERNIN THE CANDID.

Count Czernin, the Austrian Foreign Minister, who wants to mediate between Downing-street and the Wilhelmstrasse, has a reputation for candour that throws some light on his assertion that Great Britain does not resent Austria's ally, Hungary. He used to reside in Vienna at Bucharest in the days before Roumania came into the war, and he bluntly told both M. Take Jonsen and M. Filippescu that it was the duty of Roumania to declare war against his country. Moreover, he told them that were he in their position he should certainly so act, and he pleaded that the friendship between them should not be broken by war. This astonishing candour impressed both the Roumanian statesmen, but it took some time to convince them that Czernin really meant what he said. He once observed, by the way, that he was no good in diplomacy because he could not bring himself to tell a lie.

GERMAN CALLOUSNESS TO THEIR DEAD.

Among the interesting things found on prisoners recently taken in the Battle of Ypres are two snapshot photographs of German dead being taken back to the rear by light railway. There are views of three truckloads. On one truck, which is a mere flat car without sides, the bodies are laid crossways side by side, their heads at one edge and the feet protruding over the other. Thus laid side by side about a dozen bodies occupy the length of a small truck. On two other trucks, which have frame sides, they are lashed together in bundles of four and laid longitudinally. They are very horrible to look at being so tightly lashed face to face that the features of one are ground into the face of another. There is, of course, no evidence that the bodies are actually being taken to corpse utilization factories; but they are certainly being taken somewhere by train, with officers and men superintending the operation, and the way the bodies are tied together is callous and inhuman almost beyond belief.—Times.

SIR WILLIAM ROBERTSON ON THE WAR.

IF THE ARMY DOES NOT CRACK
THE GERMAN NATION MAY.

An interesting interview with General Sir William Robertson, Chief of the Imperial General Staff, appears in the New York Times.

In reply to the question—Is the defensive in modern warfare so strong that it is hopeless to look for a military decision? Must not the armed struggle end in a draw? Why go on any longer if in the end the contention must be settled by diplomacy?

Sir William replied: "No soldier can answer that question. For this reason, the war is a struggle of nations. The soldier can speak with a certain amount of definiteness about armies, but he cannot speak with any definiteness at all about nations. Take the case of Russia. The psychology of the nation, not the discipline of its army, is concerned. And so with all of us. In 1870 you could speak of the French army and the German army. Now you must speak of the French nation and the German nation. You have got to deal with the psychology of peoples. The armies in the field are only a part of this tremendous conflict. Behind them is the nerve of each separate nation they represent. Suppose we must conclude that no army of millions can be broken and crushed; is the same thing to be supposed of the nation behind the army? Surely we see in this tremendous contest much more than a struggle of armed forces. It is a sitting of nations. It is a trial of character. It is a test of racial quality. The workmen and workwomen of each nation are engaged in the conflict. The forces in the field are only the hands of a vast body in which every muscle is being strained and tried. Suppose you cannot roll up the flanks of your enemy's army, suppose it. Can you break his heart? Suppose you can only hammer him back to his frontiers month by month; suppose that his civilian confidence and break his political will? And if that is the effect of your strategy the decision is a military decision. You have broken his will; you have imposed your will upon him; you have conquered his resistance."

THE GUNS ARE SPEAKING.

But it is too early yet to say that you cannot destroy his defensive in the field, while his civilian will is yet stubborn. We on our side, at any rate, don't say that.

Military writers in Germany may say so, but our men in France, not laying down the law on the subject, would say it is too early yet for such a dogmatism. Let us wait a few weeks. The guns are speaking now. Let them go on speaking. And let us remember while we wait that whether vast armies can be conquered in the field as they were conquered years ago, the will of nations can be broken by hopelessness and despair. If the army does not crack, the nation behind it may crack. Someone has got to give up in this conflict. On one side or other there must be submission. And when you stop to consider the numbers and resources of each side you may fairly conclude that if the nations of the Allies are steadfast, if the civilian heart is sound, submission must come, sooner or later, from the Central Powers. The material odds are on our side at last. But quality is going to win this war.

Character will decide it. The Germans affect to despise the value of American interference, I said, "but in your reckoning of numbers and resources America must play a prodigious part; if not a decisive part?"

"It is quite natural for the Germans," he replied, "to affect that contempt. The higher command know that their defensive depends upon the will of the German people. They are perhaps as much concerned about the breaking of the national will behind them as about the shattering of their defences in front of them. They realise that this conflict is a struggle of national tenacity. They hope to hold us off till the will of our people breaks, till the French people, or the Italian people, or the British people grow tired. That is their only hope. They have no other. And their most urgent anxiety is that the will of their own people should not break first."

What is your own hope, I asked, "from the interference of America?"

"To begin with," he said, "it is a nation of a hundred million people. That is something. Then it is a nation of very remarkable energy. Americans are very quick in the uptake, they are inventive, they are resourceful, they are immensely courageous. But more than this, it is a nation of moral idealism, sane, practical, hard-headed, yes, but with the fire of moral idealism in its blood. And it has been liberally driven into this war. It has not come wantonly. It is not inspired by base motives. It is an army. The Germans have discipline in their blood. Discipline, fine drawn to the thinness of docility is a bad thing. A peace, making for slavishness but provides a people with certain advantages in war. Germany is strong, because she is undemocratic; and she is undemocratic because she has been drilled in an iron discipline. All those millions of people have been forged into a sword for the hand of a king. Terrible as this discipline is and formidable, there is a discipline more formidable still. I mean the self-imposed, self-accepted discipline of a free people. What could be more magnificent than the spectacle which America now presents to mankind? She has liberty in her blood; she loathes despotism; she could no more bend her neck to the yoke of an autocracy than she could turn her broad rivers into paces and her great lakes into ponds; but look at her now, submitting herself to the discipline of war freely, of her own will, for the sake of a moral issue. It means now as much to the spirit of this struggle as later its effects will mean to the final grip."

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It was stated that the solder had been given to the first defendant to be used in connection with some work. The second defendant was an apprentice. On Friday they were arrested as they were trying to sell the solder to a marine hawker at Yau-mat.

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Mr. J. A. Ridgway's Sonoyobara, 85lb (Mr. Ridgway) 0

Mr. J. J. Fisher's Dumping, 80lb (Mr. Adams) 0

Winner: Ticket No. 1, 55, \$429.75; 2, 10, \$429.75; 3, 40, \$429.75

JUDGMENT OF PACE COMPETITION.

Time—1min. 25secs.
1—Mr. W. J. Morrison.
2—Mr. T. J. Fisher.
3—Mr. G. Morton SmithCash Sweeps.
Ticket No. 1, 13, \$692.20; 2, 13, \$692.20; 3, 13, \$692.20

CLASS HANDICAP: "B" CLASS.—Once round.

Mr. Adams' Tittlemouse, 152lb (Mr. Adams) 1

Messrs. G. & G.'s First Violin (late Ariel), 147lb (Mr. Knoll) 2

Dr. Forsyth's Buchanan's, 150lb (Mr. Barton) 3

Mr. Horsford's Cloudlands, 156lb (Mr. W. Johnson) 0

Messrs. Beith, Ross & Swick's Town Mouse, 147lb (Mr. Sedgwick) 0

Time—2min. 31.5secs.

Winner: Ticket No. 1, 104, \$729.00; 2, 18, \$208.00; 3, 108, \$104.00

CLASS HANDICAP: "A" CLASS.—One and a Quarter Mile.

Messrs. Beith, Ross & Swick's Yid, 152lb (Mr. Sedgwick) 1

Sir Ellis Kadoorie's Pingwu Chief, 147lb (Mr. Adams) 2

Dr. Forsyth's Buchanan's, 150lb (Mr. Barton) 3

Sir Ellis Kadoorie's Australian Chief, 156lb (Mr. Knoll) 0

Sir Paul's Choice Dahlia, 152lb (Mr. Barton) 0

Mr. H. B. L. Dowbiggin's Ben Bolt (late King Ben), 152lb (Mr. Kremer) 0

Time—2min. 45.4secs.

Cash Sweeps.

Ticket No. 1, 87, \$892.50; 2, 144, \$255.00; 3, 48, \$127.50

(Continued at foot of next column.)

HONGKONG MAGISTRACY.

A MODERN AUTOLYCUS.

A coolie was charged with stealing several pieces of clothing, valued at \$6 from Miss N. Donies, of No. 1, Gordon Terrace.

It was stated that the clothes were laid on the ground just outside the house to dry. Defendant, who was passing by, entered the gate and, picking up the clothes, put them into a basket he was carrying, and walked away. The complainant noticed him and raised an alarm, with the result that, after a chase, defendant was arrested by a Chinese constable.

A sentence of one month's hard labour was imposed.

FIGHTING IN THE STREET.

A man and a woman, both sampan people, were charged with being a nuisance by fighting in the street.

An Indian policeman said the defendants had a crowd round them. He stopped them, but as soon as he moved away they started afresh, so he arrested them.

In reply to Mr. Wood, the woman stated that defendant struck her mother, and she, like a dutiful daughter, thought it incumbent on her to retaliate.

The man denied that he struck the woman, and said he was only trying to evade her blows; she was very aggressive. Mr. Wood imposed a fine of \$5 each.

A PRISONER'S ESCAPE.

A Chinese was convicted of the larceny of a piece of iron from the Cement Works at Hunghom and was sentenced by Mr. Dyer Ball to six weeks' hard labour and four hours' stocks.

The constable in charge of the case took the prisoner out and left him, along with others, in a side room just behind the big court, while the incarceration order was being made out. The constable had occasion to go out for a little while, and when he returned the prisoner was gone. A hue and cry was raised, but the fugitive was not discovered.

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SPORT.

HONGKONG v. THE UNIVERSITY.

LEAGUE MATCHES.

This match was played on the Hongkong Cricket Club's Ground and resulted in an overwhelming win for the home team, who thus have a comfortable lead in the league. None of the visitors made any show against the bowling of Donnelly, and Morgan, who took 5 wickets each for just over 5 and 4 runs apiece respectively. Bowling for the University, Brayshaw kept a fine length and captured 5 wickets for 37 runs. Maas had top score of the match with a spirited 41. Scores:—

UNIVERSITY.

| | |
|--|----|
| R. A. Ponsonby-Fane, b Donnelly | 2 |
| J. D. Wright, b Morgan | 9 |
| G. E. Marley, b Morgan | 9 |
| K. Brayshaw, c Maas, b Morgan | 10 |
| A. H. Tunjahn, c Josland, b Donnelly | 9 |
| D. K. Samy, b Donnelly | 1 |
| W. Giffens, c Maas, b Morgan | 3 |
| G. Hall, b Donnelly | 7 |
| J. M. Jack, c Murray, b Morgan | 1 |
| Chenck Took Look, c Murray, b Donnelly | 0 |
| Chun Sui Ka, not out | 0 |
| Extras | 4 |
| Total | 52 |

Bowling Analysis.

| | | | | |
|----------|----|----|----|---|
| Donnelly | 0 | 31 | 0 | 0 |
| Morgan | 10 | 4 | 26 | 5 |

HONGKONG.

| | |
|--------------------------------------|-----|
| L. H. E. Murray, st. Fane, c | 19 |
| Marley | 7 |
| H. E. Marley, c and b Brayshaw | 7 |
| H. H. Taylor, b Brayshaw | 3 |
| L. McNicholl, b Brayshaw | 3 |
| F. E. Josland, b Brayshaw | 3 |
| M. M. Maas, c Samy, b Hall | 41 |
| R. Kennedy, c Fane, b Brayshaw | 16 |
| Li Col. Morgan, not out | 26 |
| P. Jacks, c Brayshaw, b Wright | 4 |
| H. E. Hollands, c Chenck, b Samy | 26 |
| D. E. Donnelly, c Wright, b Brayshaw | 12 |
| Extras | 12 |
| Total | 171 |

Bowling Analysis.

| | | | | |
|----------|----|----|----|---|
| Brayshaw | 0 | 31 | 0 | 0 |
| Marley | 11 | 2 | 55 | 1 |
| Hall | 3 | 0 | 25 | 1 |
| Wright | 2 | 0 | 14 | 1 |
| Samy | 1 | 0 | 8 | 1 |

KOWLOON v. CIVIL SERVICE.

This match at King's Park, Kowloon, ended in a draw. The Civil Service batted first and took two hours and a quarter to compile 164 for the loss of nine wickets. The first two wickets put up 54, but after this scoring was painfully slow until the eighth wicket, which added 43 runs in 20 minutes. Whitehill did best with the bat, making 30; while Overy was most successful with the ball, capturing 4 wickets for 32 runs. Kowloon were left with just an hour and 10 minutes to bat. They went out to hit, but were 47 behind with 4 wickets to fall when time was called. The pitch was very and treacherous, and nearly all the bowlers were "pumping" badly. Scores:—

CIVIL SERVICE.

| | |
|--|-----|
| R. C. Wittell, c Macaskill, b Overy | 30 |
| D. M. Goodall, c Robinson, b Overy | 20 |
| W. Dixon, c Robinson, b Stalker | 11 |
| B. W. Bradbury, c Stapleton, b Overy | 9 |
| T. McCormack, b Overy, b Pestonji | 1 |
| J. C. Fletcher, b Hodge | 16 |
| E. W. Hamilton, c Robinson, b Pestonji | 6 |
| P. T. Lambie, c Stalker, b Overy | 24 |
| W. H. Edmonds, c Macaskill, b Stalker | 16 |
| F. Ling, not out | 6 |
| S. E. Alderman, not out | 6 |
| Extras | 19 |
| Total (for 9 wickets) | 164 |

Bowling Analysis.

| | | | | |
|-----------------|----|----|----|---|
| J. Stalker | 0 | 31 | 0 | 0 |
| R. Pestonji | 14 | 2 | 47 | 2 |
| K. E. Macaskill | 7 | 2 | 19 | 0 |
| H. Overy | 10 | 2 | 22 | 4 |
| L. E. S. Hodge | 3 | 0 | 4 | 1 |

KOWLOON.

| | |
|--------------------------------|-----|
| J. Stalker, c Ling, b Hamilton | 11 |
| C. J. Stapleton, b Wittell | 9 |
| A. E. Sousa, b Wittell | 24 |
| F. H. Mead, b Ling | 2 |
| D. J. Mackenzie, b Wittell | 12 |
| J. P. Robinson, b Hamilton | 22 |
| K. R. Macaskill, not out | 13 |
| W. T. Elson, not out | 8 |
| Extras | 12 |
| Total (for 8 wickets) | 117 |

Bowling Analysis.

| | | | | |
|----------------|----|---|----|---|
| E. W. Hamilton | 0 | 1 | 20 | 2 |
| R. C. Wittell | 11 | 2 | 50 | 3 |
| B. W. Bradbury | 2 | 0 | 18 | 0 |
| F. J. Ling | 3 | 0 | 8 | 1 |

Hamilton bowled 4 no-balls.

CHINESE RECREATION CLUB v. CRAIGENGOWER.

In this match, played at the C.R.C. ground at Causeway Bay, the visiting bowlers failed to make any impression on the home batters, who ran up the formidable total of 205 for 3 wickets. Ng Sze Kwong made 105 (not out), the first century of the season; and Chow Yat Kwong followed with 75. There was some vigorous hitting, Ng Sze Kwong making 18 fours and his partner 15. In bowling, also, Ng Sze Kwong carried off the honours with 7 wickets for just over 9 runs apiece. Scores:—

CHINESE RECREATION CLUB.

| | |
|-----------------------------------|-----|
| Yew Man Tsun, c Grimmer, b Graham | 7 |
| Chow Yat Kwong, b Abbas | 75 |
| Ng Sze Kwong, not out | 105 |
| Ho Wing Kin, c Edwards, b Graham | 1 |
| Graham, not out | 10 |
| Extras | 8 |
| Total (for 3 wickets) | 205 |

Bowling Analysis.

| | | | | |
|---------|---|----|----|---|
| Graham | 0 | 31 | 0 | 0 |
| Grimmer | 8 | 2 | 54 | 0 |
| Abbas | 3 | 1 | 27 | 1 |
| Ford | 2 | 0 | 14 | 0 |
| Edwards | 3 | 0 | 16 | 0 |
| Jes | 2 | 0 | 21 | 0 |

CRAIGENGOWER.

| | |
|--|-----|
| T. Ford, c G. Lee, b Ng Sze Kwong | 0 |
| F. Thomson, c Ho Wing Kin, b Ng Sze Kwong | 5 |
| W. Graham, c G. Lee, b Ng Sze Kwong | 40 |
| S. Jex, b Ng Sze Kwong | 3 |
| D. Kharras, b Ng Sze Kwong | 1 |
| R. Bana, b Ng Sze Kwong | 0 |
| S. D. Norn, c G. Lee, b Ng Sze Kwong | 12 |
| A. Grimmer, c and b Ng Sze Kwong | 24 |
| L. A. Rose, c Wei Lu San, b Ng Sze Kwong | 2 |
| H. W. Edwards, not out | 2 |
| M. Abbas, c Chow Yat Kwong, b Ng Sze Kwong | 6 |
| Un How Fan, not out | 13 |
| Extras | 13 |
| Total | 114 |

Bowling Analysis.

| | | | | |
|--------------|----|----|----|---|
| Ng Sze Kwong | 0 | 31 | 0 | 0 |
| Un How Fan | 10 | 3 | 33 | 3 |

LEAGUE TABLE.

| | | | | | |
|--|----|----|----|----|----|
| Ng Sze Kwong carried off the batting honours on Saturday with the first century of the season—105, not out; and another member of the C.R.C. team had the next best score, 75. Ng Sze Kwong, Donnelly, Morgan and Brayshaw all bowled well. Hongkong's win over the University gives them premier place in the league with a lead of 2 points over Kowloon. The only military team which has succeeded so far in scoring any points is the Middlesex, who defeated the R.E. backs and getting to the ball before Townsend, who had left his goal to clear. Almost immediately afterwards the soldiers took the lead again, Pascal shooting in, and Black, in attempting to kick away, had the mortification of seeing the ball go off his boot into his own goal. Then Hutchison made a valiant effort to equalise, but the ball crossed in front of goal with the custodian seemingly benton, and there was no further scoring before the interval. | P. | W. | L. | D. | P. |
| Hongkong | 3 | 3 | 0 | 0 | 9 |
| Kowloon | 3 | 2 | 0 | 1 | 7 |
| Civil Service | 3 | 1 | 0 | 2 | 6 |
| C.R.C. | 2 | 1 | 0 | 1 | 4 |
| University | 2 | 1 | 1 | 0 | 3 |
| Middlesex | 2 | 1 | 1 | 0 | 3 |
| R.E. | 3 | 0 | 3 | 0 | 0 |
| R.G.A. | 2 | 0 | 2 | 0 | 0 |
| Navy | 1 | 0 | 1 | 0 | 0 |
| Craigengower | 1 | 0 | 1 | 0 | 0 |
| 3 points for a win and 1 point for a drawn match. | | | | | |

33RD CO. R.G.A. v. NAVY.

Played at Happy Valley on Saturday and won easily by the Artillerymen, for whom Athorne bowled splendidly. Scores:—

NAVY.

| | |
|-------------------------------|----|
| F. W. Cary, b Athorne | 16 |
| Hack, b Athorne | 6 |
| A. G. Pile, c Dix, b Mann | 0 |
| Moriarty, run out | 2 |
| Craig, c Middleton, b Athorne | 3 |
| A. P. Wilde, b Athorne | 3 |
| Henley, c Mann, b Middleton | 0 |
| Breslin, c Mann, b Athorne | 0 |
| Staley, c and b Athorne | 0 |
| Hyder, not out | 0 |
| Bardley, c Hawley, b Athorne | 0 |
| Extras | 3 |
| Total | 36 |

Bowling Analysis.

| | | | | |
|-----------|---|----|----|---|
| Athorne | 0 | 31 | 0 | 0 |
| Mann | 6 | 2 | 10 | 1 |
| Middleton | 4 | 2 | 6 | 1 |

33RD CO. R.G.A.

| | |
|------------------------------|----|
| Green, b Henley | 44 |
| Perkins, b Hack | 6 |
| Mann, c Hack, b Pile | 6 |
| Dix, st., b Pile | 0 |
| Page, b Henley | 1 |
| Athorne, b Henley | 7 |
| Sharpe, c Pile, b Breslin | 11 |
| Veal, not out | 10 |
| Middleton, c Hack, b Breslin | 1 |
| Taylor, c Moriarty, b Henley | 0 |
| Hawley, did not bat | 0 |
| Extras | 4 |
| Total (for 9 wickets) | 96 |

Bowling Analysis.

| | | | | |
|---------|----|----|----|---|
| Hack | 0 | 31 | 0 | 0 |
| Pile | 12 | 0 | 43 | 2 |
| Henley | 7 | 2 | 14 | 4 |
| Staley | 5 | 1 | 5 | 0 |
| Breslin | 2 | 2 | 0 | 4 |

ASSOCIATION FOOTBALL.

H.K.F.C. v. MIDDLESEX REGT.

HONGKONG LEAGUE—1ST DIVISION.

League football started in earnest on Saturday. The Club and Middlesex met in the first division on the Club Ground. The Club won the toss and set their opponents to face the sun. The game opened with fast play, the Middlesex pressing strongly. Before long the soldiers obtained the lead, Sayers beating the goalkeeper with a fine shot. The Club then got away, and MacTavish tried to force his way through, but was stopped when about to shoot. Sayers again came into prominence for the Middlesex, but was pulled up by McCubbin, just as he was becoming dangerous. After the ball had been sent behind the Middlesex goal, Sayers obtained possession of it from about the centre of the field, and, breaking through the defence, put the ball out of the goalkeeper's reach. At half-time the Middlesex led by two goals to nil.

In the second half the Club soon got going. A fine shot from Railton struck the upright and rebounded into play. There was a scramble near the goalmouth, and Railton, again securing, found the net. The Infantrymen then had things their own way for a time, their two wing men showing especially good form, and, but for the excellent play of McCubbin and Railton, would most likely have added a third point. As it was, Rodgers, who had charged places with Knight in goal, had one or two very stiff shots, but he dealt with them in masterly fashion. The Club then made another rally, and "hands" in the penalty area, gave them their opportunity to equalise. Stewart took the kick and made no mistake. Although the Middlesex forwards tried hard to snatch a victory, the result was a draw of two goals each.

NAVY v. ROYAL ENGINEERS.

For their opening Hongkong League match on Saturday, the Navy were unable to field the team they had hoped would represent them. That on duty did fairly well, but had bad luck, and an accident to their centre-forward early in the second half left them with only ten players for the rest of the game. The Navy forwards were on the small side, but showed plenty of speed. It was not until Hutchison obtained, however, that they threatened the soldiers' goal seriously. Then Townsend was forced to give a corner to save. The first shot from the R.E. came from Pascall, but it was a corner that brought the Engineers their first point. Strange kicking in hard and Gordon heading into the net. Two more goals were soon forthcoming. Claves equalised by running between the R.E. backs and getting to the ball before Townsend, who had left his goal to clear. Almost immediately afterwards the soldiers took the lead again, Pascal shooting in, and Black, in attempting to kick away, had the mortification of seeing the ball go off his boot into his own goal. Then Hutchison made a valiant effort to equalise, but the ball crossed in front of goal with the custodian seemingly benton, and there was no further scoring before the interval.

SOUTH CHINA ATHLETIC v. R.E. RESERVES.

HONGKONG LEAGUE—2ND DIVISION.

This match was played at Happy Valley on Saturday. The first team to find the net were the soldiers, but gradually the clever Chinese players found their form, their passing being quite good, and the equaliser was recorded before the interval. After changing ends, matters still favoured the Chinese, who emerged the winners by 3 goals to 1.

BILLIARDS.

VOLUNTEER CUP.

The 37th Company R.G.A. met the 33rd Company R.G.A. in the semi-final of this competition at the Soldiers' Club on Friday evening. Very even games resulted, the Lyemum team being 14 points ahead at the conclusion of play. Doubtful figures being very frequent although no exceptionally high breaks were made.

37TH CO. R.G.A.

Corpl. Small, 200 Gun, Farroth 191
C.S.M. Heath 200 2nd Lt. Thornehill 181
R.S.M. Tilton 168 Master Gr. Hartree 200

GOLF.

ROYAL HONGKONG GOLF CLUB CHAMPIONSHIP.

FIRST AND SECOND ROUNDS.

In this competition, which opened at Fanning yesterday, the results were as follows:—

First Round.

Lindsell beat Des Vaux by 1 up.
Thursfield (whose card included four 3s) beat Fisher, 2 and 1.
R. Hancock beat Rawlinson, 3 and 6.
Leith beat Cumming, 2 and 1.
S. Thompson beat B. Johnson, 3 and 4.
Raworth beat S. Evans, 2 and 1.
Tisdall beat Redmond, 7 and 5.
Dodwell (last year's runner-up) beat Stewart (last year's winner) by 1 up. The details of this round were as follows:—
Dodwell: Out—4, 4, 3, 5, 5, 4, 4, 5=39; in—5, 6, 4, 5, 5, 4, 4, 5=43; total—82.
Stewart: Out—5, 5, 4, 4, 4, 4, 3, 5=40; in—5, 5, 4, 5, 4, 5, 4, 5=43; total—83.
Owing to the fact that Dodwell has recently been off form and Stewart has been showing remarkably good form, the result of the match was not altogether expected. Dodwell was dourly one, and on the last green had Stewart managed to hole a put of a yard and a half the would have taken the match to the 19th hole.
Leith beat Murray, 8 and 5.
Sandford beat Loughlin, 5 and 3.
Edwards beat E. Davidson, 7 and 5.
K. S. Morrison beat W. J. Morrison, 5 and 4.
Brayshaw and Parva went to the 19th green, where Brayshaw won.
Lindsay Woods and Milner Jones also went to the 19th green, where Milner Jones won.
Ritchie beat Grist, 8 and 7.
Crew beat Ridger, jun., 2 and 1.

Second Round.

Thursfield beat Lindsell at the 19th hole.
Leith beat R. Hancock by 7 and 6.
Thompson beat Raworth at the 19th hole.
Dodwell beat Tisdall by 8 and 6.
Sandford beat K. S. Morrison by 6 and 4.
Brayshaw beat Milner Jones by 4 and 2.
Ritchie beat Crew by 3 and 1.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The opening cruise of the Royal Hongkong Yacht Club took place on Saturday under the most favourable weather conditions, and brought out a large attendance of members and visitors to witness the various events, which were keenly contested. The band of the 18th Infantry enlivened the proceedings with selections of music.
The officials were:—Yachting starter—Mr. H. W. Bird. Time-keepers—Mr. D. K. Blair and Mr. C. D. J. Bell. Rowing starter—Hon. Mr. E. H. Sharp. K.C. Judge—Mr. E. Bullock.
The race was served on the lawn, and, at the conclusion of the afternoon's sport, the Hon. Mr. Claud Savern, C.M.G., in introducing Mrs. Pollock, who kindly presented the prizes, made cheering reference to the progress the club was making in yachting, rowing and swimming. He warmly welcomed the new yacht-owners, one of whom, he was pleased to notice, had started well by carrying off a prize in his first race.
After the prizes had been distributed, three rousing cheers were given for Mrs. Pollock, to whom a beautiful bouquet was presented by little Miss Newall.

Following are the day's results:—
CRUISER RACE.
Course: Kowloon, Rock (S), Channel Rock (S), Lyemum Beacon (S). Distance: 4½ miles.
At the commencement of the race the wind was easterly, blowing about 8 miles an hour, but gradually lightened to about 2 miles. *Feathers* and *Dorothy II.* appeared to get the best of a fairly good start, but soon gave way to *Niobe*, *Irene* and *Vera*. The following are the finishing and corrected times:—
Yacht: Handicap: Finishing: Corrected: time: time: time: time:
M. S. h. m. s. h. m. s.
Lady Jane... Scratch: 4 43 23: 4 43 23
Feathers... Scratch: 4 24 25: 4 24 25
Oenone... 2 05: D.N.E.: 4 29 35
Dorothy II... 4 10: 4 33 45: 4 29 35
Niobe... 4 10: 4 33 30: 4 29 30
Queen Bee... 0 15: D.N.S.: 4 29 30
Vera... 0 22: D.N.S.: 4 29 30
Irene... 0 22: 4 15 30: 4 04 08
Vesper... 12 31: 4 33 32: 4 21 02
Helen... 12 30: D.N.S.: 4 21 02

*Winner Chinese Rig.

†Winner English Rig.

RACING YACHTS.

Course: Kowloon, Rock (S), Channel Rock (S), Meyers East Buoy (P). Distance: 4½ miles.

The Diana got well away to a somewhat straggling start and won out on the time allowance for her class.

Yacht: Handicap: Finishing: Corrected: time: time: time: time:

M. S. h. m. s. h. m. s.

Diana... Scratch: 3 51 44: 3 51 44
Rolla... 24: 3 50: 3 49 49
Diana... 3 34: 3 51 24: 3 47 56
Athena... 4 45: 3 54 31: 3 49 46
Daphne... 0 20: 3 57 30: 3 48 00
Athena... 0 30: 4 03 37: 3 54 01
Bonita... 0 30: 3 57 30: 3 48 00
Haleyon... 0 30: 4 02 28: 3 52 58
Dawn... 11 53: 4 03 23: 3 51 31
Sirius... 11 52: 4 07 10: 3 55 18
Dorothy... 11 52: 4 17 43: 4 05 51
Toinette... 12 16: 4 08 05: 3 55 49
Gael... 12 16: D.N.F.: 3 55 49
Lysbeth... 11 52: 4 01 04: 3 51 12

*Winner of Handicap class sailed by Miss Wilkinson.

†Winner of One Design class sailed by Mrs. Baxter.

*Winner of Heyward, Hays and Guel class sailed by Mrs. Stoneman.

SCRATCH FOUR-OAR CONTEST—HALF MILE.

Four boats started for this event, viz.:—R.H.Y.C. (2), V.R.C. (1), Middlesex Regt. (1), and all got away to a beautiful start. The Yacht Club No. 1 boat gradually drew ahead (till about 50 yards from the finishing line, when an unfortunate accident occurred which robbed this crew of victory. It would appear that one of the rudder-lines broke, which rendered the boat unmanageable, and the V.R.C. boat, which was two lengths away, won easily from the Yacht Club No. 2, and the Middlesex.

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LADIES' MODELS AND GENT'S MODELS.

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TWEEDS.

[119]

NEW ADVERTISEMENTS

HONGKONG STEEL FOUNDRY CO. LIMITED.
Application for new issue of Shares.
THE SHARE LIST closes on THURSDAY, 1st November, 1917, at 3 P.M. [1213]

NOTICE OF REMOVAL.
WE HAVE This Day REMOVED our OFFICE to No. 19, LEE HONG STREET.
MOXON & TAYLOR.
Hongkong, 29th October, 1917. [1213]

ROYAL HONGKONG GOLF CLUB.
LADIES' SECTION.
ECLECTIC COMPETITION.
HAPPY VALLEY.

THE above Competition, particulars of which are posted at Happy Valley, will begin on 1st November. [1214]

KOWLOON CANTON RAILWAY.
(British Section).

THE PUBLIC IS HEREBY NOTIFIED that on and from WEDNESDAY, 31st instant, and on each succeeding Wednesday until further Notice the Train Timed to leave Kowloon at 1.48 P.M. is cancelled and in its place a Train will leave at 1.28 P.M. and will run according to the timing of the present 1.28 P.M. Saturday Local Train. Tickets will be served on this Train if ordered the previous day.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 29th October, 1917. [1215]

HONGKONG GOVERNMENT 6% WAR LOAN OF 1916.
Coupon No. 2.
Payable 1st November, 1917.

NOTICE IS HEREBY GIVEN that as the DEFINITIVE BONDS have not yet arrived from England, the Payment of the Dividend due on 1st November, 1917, will be made by a Provisional Coupon. Scrip Certificates should be presented at the Hongkong and Shanghai Banking Corporation, Hongkong, on 1st November, 1917, when the Relative Provisional Coupon will be issued.
E. D. C. WOLFE,
Colonial Treasurer.
Hongkong, 29th October, 1917. [1208]

GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the TRANSFER REGISTER of the above Company will be CLOSED from 31st October to 12th November, both days inclusive.
By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, 28th October, 1917. [1209]

NOTICE.
THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 14011 in this Company standing in the name of WILLIAM DE RUSSER of Yokohama, Japan, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming, another Certificate for the said Share will be issued by the Company and thereafter no other will be acknowledged.
C. H. P. HAY,
per pro. General Manager.
Hongkong, 4th October, 1917. [1118]

CHINA FIRE INSURANCE CO., LTD.
NOTICE.

THE CERTIFICATE No. 4309 for two Shares Nos. 8771 and 17548 in this Company standing in the name of Mrs. ANA JOSEFA CARNERO DE LEONARDO (deceased), late of Macao, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming, another certificate for the said Shares will be issued by the Company and thereafter no other will be acknowledged.
C. H. P. HAY,
per pro. General Manager.
Hongkong, 5th October, 1917. [1119]

VEGETABLE AND FLOWER SEEDS.

FRESH CROP of 1917 having been just collected orders solicited for Autumn or early Spring sowing.

List will be mailed free on application.

THE YOKOHAMA NURSERY Co., Ltd.,
P.O. Box 72,
YOKOHAMA, JAPAN.
[1108]

INTIMATIONS

OUR + DAY.

BY kind arrangement with Messrs. J. J. BLAKE and M. S. COWAN.
The "OUR DAY" Committee have pleasure in announcing that

THE CANEES
will give a Special Performance under the Patronage of His Excellency The Governor, Sir F. H. MAY, K.C.M.G., His Excellency Major-General VENTURA, Commodore SANDERSON, R.N., at the

VICTORIA THEATRE,
TO-NIGHT (MONDAY), 29th OCTOBER, at 9.15 P.M.

THE WHOLE OF THE NET PROCEEDS WILL BE GIVEN TO "OUR DAY" FUND

Booking at Mouton's opera Today (Wednesday, 24th October, at 9 A.M.)
Stalls \$3
Dress Circle \$2 [1119]

THE PENANG HARBOUR BOARD.

APPLICATIONS are invited for the position of GENERAL MANAGER of the PENANG HARBOUR BOARD. Applicants should have thorough knowledge of all Shipping Matters, including the loading and unloading of Cargo and Coal, and Warehousing. Applications, stating salary required, should be addressed to the Local Chairman, PENANG HARBOUR BOARD, Penang. [1203]

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50 [1108]

HOUSES TO LET

TO LEASE.
SUITABLE FIRMS may obtain Office Rooms in Missions Building, The Bund, Canton.
Apply—
JACOB SPEICHER,
Secretary-Treasurer, Missions Building, The Bund, Canton. [1301]

TO LET.

AT the Peak, HALF-HOUSE, Furnished, within easy distance of the tram. Moderate rental. Write—
Box 40,
Care of "Daily Press" Office. [1190]

TO LET.

OFFICES in King's Buildings.
HOUSES in Morston Terrace and Broadwood Terrace.
HOUSES on Shamshu, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [123]

TO LET.

IMMEDIATE entry. Four very desirable SHOPS, situated in Lee House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
The MANAGER,
HONGKONG ICE CO., LTD.,
46, Connaught Road Central. [1900]

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings. [1941]

TO LET.

NO. 28, BELLIOS TERRACE.

No. 57, WHITFIELD HOUSE and GODOWN, Shamshu Road.
From 1st November, 1917, TOP FLOOR at 7, Duddell Street, now used as Messrs. Kelly & Walsh's Printing Office.
A LARGE ROOM suitable for Office in Queen's Building (corner of Connaught Road and Lee House Street).
ONE GODOWN in Duddell Street.
TO BE SOLD.
"GLENSHIEL," No. 140 and 141, THE PRAX.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings. [1900]

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A. S. WATSON & CO., LTD.,

HONGKONG AND CHINA.

Telephone 16. [112]

BIETH.

FORSES.—At Canton, on 27th October, 1917, the wife of Mr. D. FORSES of a daughter. [1216]

MURDERING OFFICE. 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

The Daily Press.

HONGKONG, 29th OCTOBER, 1917.

THE WAR.

Though the weather has again interfered with the Anglo-French offensive on the Western Front, substantial progress has been made during the past week towards clearing the enemy off the network of ridges in Flanders that stretches from Gheluvelt to Houthulst Wood. Simultaneously, the French have achieved a brilliant success further south in the Aisne region by advancing for a distance, in some places, of two miles and a half along a front of six miles against a series of very formidable subterranean defences garrisoned by the flower of the German army. The attack is described as comparable with the brilliant operations at Verdun in October and December of last year, when our gallant Allies recovered the ground occupied by the Germans in their eight months' attempt to capture the fort. After a terrific bombardment with sixteen-inch shells, which crashed through the roofs of the underground strongholds and buried the occupants under immense masses of stone, the infantry swept forward at great speed, overcoming every obstacle, although in some places the resistance offered to their progress was desperate. Fort Malmaison, occupying a commanding position and defended by the famous 1st Prussian Grenadiers, was taken, and the enemy were driven across the Oise-Aisne Canal, leaving all the heights on the south bank above the western end of the Ailette Valley in the hands of the French, who are now firmly established on the slopes from Vauxaillon to Chavignon, and have a commanding view of the Ailette Valley from end to end; a view up the Ardon Valley, at the head of which stands the great fortress of Laon; and a view northward across the plain over the enemy communications to Anzy. The new front runs from Mont des Signes to Chavignon. A battle is now waging for the possession of the western end of the long narrow barrier lying between the valleys of the Aisne and Ailette that bars the approach from the south to Laon. This barrier is described as the strongest natural fortress in northern France and the corner-stone of the Hindenburg line. The French have captured no fewer than 11,000 prisoners, belonging to eight different divisions, and 120 guns. France has thus given the lie to the rumour, probably circulated by the enemy, that she was utterly exhausted by her past efforts in the war.

In unpleasant contrast to this comes the news that the Central European Powers, taking advantage of the disorganised state of the Russian army, have transferred large bodies of troops from the Eastern front to the Italian front and launched a powerful offensive from Piave to the Carso. They have crossed the Isonzo and have penetrated Italian territory in several places. They claim already to have captured 60,000 prisoners and 450 guns. The Italians, who appear to have been taken by surprise, are preparing to evacuate the Bainsizza Plateau, which the second Italian Army conquered as the result of a magnificent effort in August. The Italian Government admit the gravity of the situation, but express confidence that if their troops continue to fight with the same spirit that they have exhibited hitherto the invader will soon be driven from Italian soil.

It is impossible to review the position on the various fronts without realising how different it might have been if Russia had been able to play the part assigned to her. The fruits of the Anglo-French offensive in Flanders and France would undoubtedly have been far greater if Germany had been kept fully employed on the Russian front, instead of being left free to transfer men and munitions—some of the latter actually manufactured by the British and abandoned by the Russians—to reinforce her wavering lines in the West. Italy, confronted with the forces hitherto opposed to her, would have continued her march towards Trieste. Russia herself would not have had occasion to deplore the loss of Riga and the useless sacrifice of many lives, or to contemplate the possibility of abandoning Petrograd. These results are all due to the slothful degradation of the Russian Army, which early this Spring was better equipped and better supplied with munitions than at any previous period in the war, thanks, in large measure, to the self-sacrificing efforts of its Allies. The cause of the demoralisation of the Russian Army is to be found in the baneful activities of the Socialist elements, who have destroyed its discipline with their impossible theories. If they would devote their energies to fighting for an enduring peace, instead of clamouring for that which Mr. Lloyd George truthfully described as "an armistice truce," they would be much nearer the realisation of the ideals which they profess. As Mr. KENNEDY told the Provisional Parliament the other day, "but for fanatics and traitors Russia and her Allies would have been assured of an honourable peace before Christmas. Germany is doomed to ultimate defeat, but the war is prolonged by the supineness of Russia, which provides the German military leaders with fresh reserves of man-power and enables them to revive the drooping spirits of the nation with spectacular successes. We can only hope that Russia will resolve, while there is yet time, to atone for the folly of the past six months."

An important change in the Wednesday train service on the Kowloon-Canton line is advertised.

The Hon. Treasurer of the Society of St. Vincent de Paul acknowledges with thanks an anonymous donation of \$10.

An eclectic competition for the ladies' section of the Royal Hongkong Golf Club will begin at Happy Valley on the 1st prox.

A male Chinese passenger on a launch which plies between Hongkong and Samshui jumped overboard on Friday and was drowned.

It is notified that, at the expiration of three months, Kung Hing & Co., Ltd., will be struck off the Register and the Company will be dissolved unless cause is shown to the contrary.

We understand that the Camp of the Hongkong Defence Corps has been postponed to the Chinese New Year.

The *Gazette* announces that H.E. the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, Mr. Ho Fook to be an unofficial member of the Legislative Council *vice* the Hon. Mr. Wei Yuk, C.M.G., retired.

The Attorney-General will move in the Chief Justice's Court, this morning, for the admission as a barrister-at-law of the Supreme Court of Hongkong of Mr. L. C. Leung, eldest son of Mr. Leung Yan To, compradore of Messrs. Gibb, Livingston & Co.

The following regulation has been made in regard to Blake Pier:—No person shall use or occupy or attempt to use or occupy any public chair or seat on the pier which is marked "reserved" unless he shall have previously paid to the attendant or other officer in charge thereof a sum of two cents and shall have obtained from him a ticket therefor.

At the meeting of the Sanitary Board to-morrow afternoon, Mr. F. B. L. Bowley will ask: "Which (if any) of the recommendations relative to the estimates for 1918, made by the Board to the Government on the 22nd May, 1917, have not been adopted by the Government? And for what reasons have any of such recommendations not been adopted?"

It is announced in the *Gazette* that as the definitive Bonds for the Hongkong Government 6 per cent. War Loan of 1916 have not yet arrived from England, the payment of the dividend due on 1st November, 1917, will be made by a provisional coupon. Scrip certificates should be presented at the Hongkong and Shanghai Banking Corporation, Hongkong, on 1st November, 1917, when the relative provisional coupons will be issued.

As will be seen from our advertisement columns, "the Camco," a talented company of entertainers well-known to Hongkong audiences, will give a special performance at the Victoria Theatre this evening, the net proceeds of which will be devoted to "Our Day Fund." The entertainment is under the patronage of H.E. the Governor, H.E. the General, and the Commodore. A splendid programme has been arranged, and a full house is anticipated. The booking is at Moutrie's.

After a hearing extending over several days the case at the Criminal Sessions in which Kwong Pui, alias Kwong Tak King, of the *Macao Yat Po* (now defunct), was indicted for demanding money, with menaces, was concluded on Saturday. The jury found the accused guilty and Mrs. Justice Compertz reserved judgment, pending argument before a Full Court of the Hon. Mr. H. E. Pollock's technical objections to the form of the indictment. The sitting of the Full Court has been provisionally fixed for next Friday morning, by which time it is hoped the Chief Justice will be well enough to resume his duties.

TIENTSIN FLOOD RELIEF FUND.

SUBSCRIPTIONS FROM HONGKONG CHINESE.

At a meeting held at the Chinese General Chamber of Commerce on Friday the following subscriptions were raised for the Tientsin Flood Relief Fund:—
Hon. Mr. Lau Chu Pak, \$1,000; Hon. Mr. Ho Fook, \$1,000; Messrs. Chan Kai Ming, \$1,000; Ho Kom Tong, \$1,000; Chow Shau Shun, \$1,000; Chow Yee Tung, \$1,000; Chow Tung Sang, \$1,000; Li Po Kwei, \$1,000; Li Yik Mun, \$1,000; Ip Shau Chi, \$1,000; Li Shun Fan, \$300; Li Wing Kwong, \$300; Chan Tung, \$200; Ho Wing, \$200; Lo Cheung Shun, \$200; Lo Siu Hoi, \$200; Fung Ping Shing, \$200; Wong Kam Fuk, \$200; Wong Lan Sang, \$200; Ma Wing Chan, \$200; Ho Kwong, \$100; Chan Kan Yue, \$100; and Lan Yik Cheuk, \$100.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."] CANTON, October 28th.

The Tsuchin has sent a delegate to Swatow to request Mok King-yu, Defence Commissioner of Swatow, to cancel the declaration of independence of Canton. Mok is also requested to maintain peace and order.

THE WAR.

ANGLO-FRENCH SUCCESS CONTINUES.

AMERICAN ARTILLERY'S BAPTISM OF FIRE.

AUSTRO-GERMANS CLAIM VICTORY ON ITALIAN FRONT.

SIXTY THOUSAND ITALIANS TAKEN PRISONER.

GERMAN MENACE TO PETROGRAD.

RUSSIA'S COMMUNICATIONS WITH SWEDEN ENDANGERED.

Branco-Belgian front.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH FRONT.

ELEVEN HUNDRED GERMANS CAPTURED.

LONDON, October 28th.

Field-Marshal Sir Douglas Haig reports:—The operations by the French this morning north of St. Jansbek were continued with success; the French advancing astride the Bixchoote-Bixchoote road, despite the difficulties of floods and the heavy ground.

The French captured the villages Aschloop, Kippe and Mercken, with a great many farms and strong points, taking a number of prisoners.

There was great reciprocal artillery firing on the British battle-front, but there was no infantry action.

The number of prisoners captured since yesterday morning exceeds 1,100, of whom 300 were captured by the French.

AEROPLANES FLYING LEVEL WITH HOUSE-TOPS.

Despite the rain, our aeroplanes yesterday performed valuable work in locating our attacking infantry and reporting on suitable targets to our artillery.

Our aeroplanes, flying low, fired 10,000 rounds at the enemy's troops and transports.

Two of our machines flew down the main streets of a town on the level with the houses, firing at bodies of enemy troops.

Three German machines were brought down, one was driven down, and two of our machines are missing.

GERMAN REPORT.

LONDON, October 27th.

A wireless German official report states:—The Anglo-French effort in Flanders yesterday failed, and the French vainly endeavoured to gain a foothold on the north bank of the Oise-Aisne Canal.

FINE ADVANCE BY CANADIANS.

LONDON, October 27th.

Reuter's Correspondent at British Headquarters states:—This morning the weather was fine, but the ground indescribably bad.

A feature of the fighting yesterday was the fine advance made by the Canadians along the Passchendaele ridge. The situation in this region further improved during the night.

Hostile shelling was not excessive, as it is believed that most of the guns have been moved to the rear. It is certain that the enemy is finding great difficulty in maintaining communication.

FEUD BETWEEN ENEMY ARTILLERY AND INFANTRY.

News from the German lines show that 800 men of the Nineteenth Reserve Infantry were recently imprisoned owing to their refusal to enter the line at Lens, and the feud between the enemy artillery and infantry does not seem to lessen.

EARLIER CABLES.

CANADIANS REPULSE HEAVY ATTACKS.

LONDON, October 27th.

Field-Marshal Sir Douglas Haig reports:—The Canadians successfully repulsed two heavy counter-attacks yesterday morning, to the south and west of Passchendaele, taking a number of prisoners.

We consolidated our gains without interference and further progressed to the west of Passchendaele, capturing eighteen machine-guns.

ENGLISH AND CANADIAN TROOPS CONSPICUOUS.

LONDON, October 27th.

Field-Marshal Sir Douglas Haig reports:—Operations with limited objectives were jointly undertaken. A fine day on Thursday with a fine drying wind promised improved fighting conditions, but a sudden change came during the night and heavy, almost incessant, rain has fallen since an early hour this morning. Notwithstanding the great difficulties facing the Allied troops considerable progress was made and valuable positions won on the greater part of the fronts attacked.

The main operation was carried out by English and Canadian regiments on the front to the north of the Ypres-Roulers railway. The Canadian battalions advanced along the main ridge towards Passchendaele and, passing beyond their objectives, established themselves on the rising ground to the south of the village.

Other Canadian battalions with troops of the English Naval Brigade and battalions of London Territorials made further progress in face of strong opposition along the spur between the main ridge and our positions. Eastward of Poelcapelle we captured a number of strong points and fortified farms.

Heavy fighting occurred eastward and north-eastward of Poelcapelle, in which Lancashire and north-country troops progressed at certain points.

Subsidiary simultaneous attacks were made by English troops in the neighbourhood of Menin road and by the French northward of Bixchoote.

There was fierce fighting all day long astride the Menin road and eastward of Polderhoek, in which progress was made and a considerable number taken prisoner.

Northward of Bixchoote the French, attacking with great gallantry, crossed the Saint Jansbek in flood and captured objectives beyond with a number of prisoners.

The Allies in the course of these operations took prisoner eight hundred.

During an air-raid on the night of the 24th-25th another ton of bombs was dropped on Burbach works. Three participating aeroplanes are missing. Our aeroplanes on Thursday night attacked four aerodromes. Forty-five heavy bombs were dropped and obtained a direct hit in one instance on a group of hangars. One machine has not returned.

BATTLE IN FLOODED FIELDS.

Reuter's Correspondent at British Headquarters says:—To-day's battle has been fought on flooded fields in driving rain of pitiless intensity, although the meteorological experts overnight regarded the prospects hopefully. Therefore, it is a marvel the troops have accomplished so much.

The sum total of the day's results is a series of important tactical gains, although we should have done much more under favourable heavens. In the region of Poelcapelle Chateau the advance was a dash of performance. The place was repulsed two heavy counter-attacks yesterday morning, to the south and west of Passchendaele, taking a number of prisoners.

Field-Marshal Sir Douglas Haig reports:—The Canadians successfully repulsed two heavy counter-attacks yesterday morning, to the south and west of Passchendaele, taking a number of prisoners.

By mid-day our airmen discerned our troops upon a spur of Bellevue Ridge, a vantage point for which there had been much fighting previously. If the spur is finally held, the day will be marked by at least one conspicuous gain. Other places on the battle front were impassable. Floods are reported to be holding up the advance. The enemy is pretty densely massed all along the front.

An attack on the left by the French carried a number of concrete defences with the lightest casualties, owing partly to the erratic nature of the enemy barrage.

It is probable the enemy was aware of the coming attack, because his aeroplanes were flying low over our positions for half an hour before the attack was launched, and for five minutes before our heavy fire opened all along the front.

The Canadians bore a gallant part in to-day's fighting.

LATEST CABLES.

FRENCH FRONT.

ACTION CONTINUES.

PARIS, October 27th.

A communiqué states:—In Belgium our troops are continuing the action between Dreighechten and Draubank.

We captured new German trenches north of the objectives which we reached yesterday.

Our progress continues satisfactory, despite the difficulty of the ground.

South of the Aisne there was intermittent artillery firing.

AMERICAN TROOPS BAPTISM OF FIRE.

LONDON, October 27th.

It is announced that American troops are now on the front line in France.

The American artillery have fired their first shot.

EARLIER CABLES.

FRENCH CAPTURE FILIAN.

PARIS, October 27th.

A communiqué states:—There were no enemy counter-attacks in Belgium.

The prisoners we took this morning exceed 200.

Following up our successes on the right, on the north of the Aisne, we drove back the enemy from the region to the north of Chapelle Ste. Basche to the reservoir, capturing the village of Filian. Farther east, we went beyond the crest of the plateau, to the north of Crevigny spur.

The situation elsewhere is unchanged. We have counted 160 guns that have been captured since October 23rd, including several eight-inch howitzers and many heavy guns.

The enemy coup de main in Champagne failed.

GERMAN REPORT.

LONDON, October 27th.

A wireless German official message states that strong Franco-British attacks from Bixchoote to the Ypres-Roulers road, astride the Menin-Ypres road, broke down singularly.

BATTLE REACHES LOGICAL CONCLUSION.

Reuter's Correspondent at French Headquarters, summarising the results of the Aisne offensive, says:—The operation reached its logical conclusion with the capture of the German artillery centres in Pinon Forest and at Pargny and Filian. The whole of the tactical objectives from left to right were secured. Moreover, the strategic objectives of Pinon and the wooded crest behind as well as Pargny and Filian were obtained at relatively small cost.

The troops are practically everywhere now in touch with the Oise and Aisne Canal.

There are indications that the enemy is uncomfortable in the marshy ground of the Canal banks and is making for positions farther up the valley slopes. Any way the enemy in Ailette Valley is under observed artillery fire as far as Les Boves.

ENEMY ARTILLERY CRIPPLED.—A striking feature of the battle was the crippling of the enemy artillery by the French bombardment preventing the feeding of batteries with munitions. Consequently, shell wounds were phenomenally low.

Many of the prisoners belonging to one of the smartest Prussian Guards were in a state bordering on rebellion when captured, and declared that they had been foodless for three days and that all their officers has abandoned them.

By yesterday the only German guns able to fire in the valley were the batteries at Monseigneur lying across canal from Chavignon, but these were soon silenced by our frontal flanking fire. From our new positions we now view the enemy's communications running across the valley to Coucy Forest.

Aerial Activities.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

NAVAL AIRCRAFT ACTIVE.

LONDON, October 27th.

The Admiralty announce that Naval aircraft bombed Varsseque, aerodrome and Thurot railway junction yesterday. The weather rendered observation difficult.

DUNKIRK BOMBED.

PARIS, October 27th.

German aeroplanes dropped twenty bombs of large calibre on Dunkirk. There were thirty civilian victims.

Italian Front.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

ITALIAN FRONT.

(GREAT BATTLE ON CARSO).

LONDON, October 27th.

An Italian official message states:—After crossing the boundary line between Monte Canin and the head of the Judrio Valley, the enemy attempted to reach the opening on the plains.

The hostile effort on the Carso is increasing. We repulsed strong offensive thrusts.

SITUATION ADMITTEDLY GRAVE.

LONDON, October 27th.

An Italian semi-official statement says that it is at present impossible to give all the details of the position on the front, where the struggle continues bitter and undecided.

The statement admits that the situation is grave, but if the Italian troops fight as they have done previously the enemy is not likely to tread on Italian soil for long.

GERMAN CLAIM.

LONDON, October 27th.

A wireless German official report says:—We are rapidly progressing on the Italian front, taking prisoners and booty hourly.

GREAT CONCENTRATION OF GERMAN TROOPS.

LONDON, October 27th.

Mr. Ward Price, the Press Correspondent, writing from the Italian Front on October 24th, states that 300,000 Germans from the Russian Front have been concentrated on a front of 20 miles, reinforced by Austrians, against the Italians, and more reinforcements are behind. General Mackensen is directing the Austro-German offensive and General von Duclow is commanding the Germans. The latter, profiting by the thick mist, suddenly attacked the Italian outposts position across the Isonzo, smashing the defending brigade, reaching the banks of the Isonzo, and advancing under cover of the darkness and the rain, up the river, they seized a part of Caporetto and then divided, a part attacking Mount Sturichki and the remainder pushing on towards Kobl with a view to turning the whole Italian line of defence. Both efforts were held up.

Meanwhile the other Germans made a frontal attack on the main Italian Isonzo line, and took Lucio and also South and Tolmino. They surprised and forced the Italians holding the key to the position at Glubokan. A Brigade of Bersaglieri recaptured Glubokan by bomb and bayonet.

There is very fierce fighting, however, at Bainsizza, where the enemy is making a determined effort to drive the Italians across the Isonzo, and very heavy fighting is proceeding on the triangle formed by the Isonzo with the apex at Tolmino. It is the object of the enemy to push down the valley roads into the Friulian plain.

Throughout the fighting, the Germans have shelled the Carso with seven-inch shells, with a view to holding the Italians there.

GERMANS CLAIM 60,000 PRISONERS.

LONDON, October 27th.

A wireless German official report states:—The Austro-Germans have captured the mountain ridge at Stol and Mount Makier, and are pressing on through the Julian Alps towards the Italian plain.

The prisoners now total 60,000 and the guns 450.

The Italian Isonzo Front is shaking as far as Wippac, but the enemy is maintaining his positions on the Carso.

The Balkans.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

BALKANS FRONT.

SUCCESSFUL ANGLO-FRENCH RAIDS.

LONDON, October 27th.

A British message from Salonika says:—We captured four villages south of Seres, killing sixty Bulgarians and taking 100 prisoners. We then returned to our lines.

An Eastern communiqué says:—The British raided the village of Saliman, south of Seres, taking fifty Bulgarian prisoners.

In outpost fighting the French took prisoner twelve Austrians in the region of Pogradec.

The Near East.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

OPERATIONS IN MESOPOTAMIA.

LONDON, October 27th.

An official report from Mesopotamia states that the Turks on both banks of the Tigris, on October 25th, approached the positions at Samarra. On our advance, the Turks retreated without fighting.

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THEIRREPRESSIBLE HARDEN.

AMSTERDAM, October 27th.

Maximilian Harden, the Editor of *Zukunft*, has been prohibited from delivering lectures in Berlin.

SPANISH CABINET RESIGNS.

MADRID, October 27th.

The Cabinet has resigned.

EARLIER CABLES.

PREPARING TO EVACUATE HELSINGFORS.

PETROGRAD, October 27th.

Preparations for the evacuation of Helsingfors are proceeding.

GERMANS EXPECT EASY LANDING IN FINLAND.

PETROGRAD, October 27th.

Advices from Stockholm show that the Germans are sanguine of easily landing in Finland, capturing the Russians without resistance and of cutting the railway communications with Sweden.

LATEST CABLES.

ENEMY SQUADRONS BOMBARD COAST.

PETROGRAD, October 27th.

A wireless German official report states:—Enemy squadrons bombarded the Ainazh sector, Salsimund, and the southern coast of Kuna Island.

RUSSIAN AFFAIRS.

THE DEFENCE OF PETROGRAD.

LONDON, October 27th.

In the Preliminary Parliament M. Kerevsky said there was no question of surrendering the capital to the enemy. On the contrary, the strengthening of the defence to the uttermost was 'engaging their consideration.' Any evacuation would be due to the food and fuel supply difficulties.

Parliament approved of the Government's declaration.

EARLIER CABLES.

PREPARING THE DEFENCE OF PETROGRAD.

PETROGRAD, October 27th.

A special committee comprising representatives of the Workers' and Soldiers' Council, the Baltic Fleet Committee, professional organisations and others, has undertaken the internal and external defence of Petrograd.

THE CONGRESS OF POLITICIANS.

MOSCOW, October 27th.

The Congress of Politicians has elected M. Rodzianko, a former President of the Duma, as President. In the course of a speech he declared that the Congress aimed at awakening the National Congress to the suppression of the existing anarchy.

THREATENED STRIKE.

The Municipal employees have decided to strike on the 28th unless their demands are accepted.

THE ARMADA OF THE AIR

CAUSE OF THE DISASTER.

LONDON, October 27th.

Reuter's Correspondent at French Headquarters says:—French experts have established that the Zeppelin Armada disaster was primarily due to a breakdown of the system of steering by wireless.

When flying at more than fifteen thousand feet high, steering is impossible and the compass not dependable, because there are no means of correcting the drift. Consequently the Zeppelins in such circumstances depend on a continuous stream of wireless signals sent out by a number of German radio-geometric stations whereby they are enabled to steer a correct course. On the last occasion these signals failed, probably owing to a storm which was encountered and fog.

The captured Zeppelin shows that the first message received from Germany when flying in England was that a Zeppelin training ship had broken loose and was being carried away by the wind.

The *LZ 9* came down in France because it was impossible to endure the temperature, which was 30 degrees below zero, at a height of 22,000 feet. The men were stupefied with cold when they were captured. The water ballast froze in the tanks and the motors and wireless apparatus were stopped by the cold.

The Zeppelin destroyed at Lunenburg was hit by a shell at a height of 17,000 feet.

The chief novelty in the construction of the captured airships is the ballonets, which are covered with gut instead of with rubber, which is very scarce in Germany. The intestines of 300,000 cattle are required to cover the ballonets of a single super-Zeppelin.

P. & O. PURCHASE HAIN LINE

LONDON, October 27th.

The *Times* states that it is understood that a provisional agreement has been concluded by the Directors of the Hain Steamship Company to sell their shares to the P. & O. Company at a price of £20 for each £10 share, representing a total payment of nearly 24,000,000.

BRITAIN'S WAR COSTS.

ECONOMIES NECESSARY.

LONDON, October 27th.

The Select Committee on National Expenditure reports that the gross war expenditure up to the 30th September approximated five thousand millions sterling, against which £1,321,000,000 will be owing by the Allies, the Dominions and India.

The dead-weight of the National Debt had been increased by £3,000,000,000 and, if the present daily expenditure does not increase, each six months of the war will add £1,000,000,000 gross to the Debt. Despite the large advances from the United States, our advances do not show any tendency to diminish, and further economies are necessary.

The Imperial General Staff should be required to closely and constantly consider the comparative cost of alternative proposals before reaching conclusions. Referring to the Wheat Commission, the Committee state that the Commission's operations are not limited and are not financially controlled by the Treasury, from whom the Commission has drawn £27,000,000.

The great bulk of fourteen million quarters of wheat bought by the Commission from the Australian Government is still in Australia, and it is feared that much of this must be wasted if ships are not soon provided.

The Commission has largely increased the reserve of wheat in the United Kingdom, but owing to lack of suitable storage it is estimated that there will be a loss of at least two millions sterling on the year's working.

PORTUGAL AND GREAT BRITAIN.

SOLIDARITY OF FRIENDSHIP.

LONDON, October 27th.

The Press Bureau announces that the President of Portugal has sent a message to the King warmly acknowledging the demonstrations on the occasion of his visit to Great Britain and saying that they are sure proof of the friendship and solidarity of the two nations.

The King, in reply, expressed his deep satisfaction at having the opportunity of welcoming the head of a State which is our most ancient ally, and reciprocating the earnest desire for a continuance of the old and sincere friendship of the two peoples.

BRAZIL AND GERMANY.

SEIZURE OF ENEMY WARSHIP.

LONDON, October 27th.

The German warship seized by Brazil is the gunboat *Aber*. The torpedoed steamer *Maraca* was formerly the German steamer *Pelina*.

SENATE UNANIMOUSLY APPROVES STATE OF WAR.

RIO DE JANEIRO, October 26th.

The Senate has unanimously approved and the President has sanctioned the proclamation of a state of war with Germany.

ONE DISSENTIENT IN CHAMBER.

RIO DE JANEIRO, October 27th.

The Chamber passed the vote that a state of war exists with Germany "by 149 votes to 1."

EARLY SNOW IN SCOTLAND

ITALY ALL IN! II.—A DANGEROUS AND SUTILE ENEMY.

[BY GEORGE A. B. DEWAR.]

ROME.

A great man of war said to me lately in regard to some naval problem: "We ought to strike hard—that is the secret of success for navies as for armies. To be always on the aggressive, hitting the enemy."

It is the secret of success in war—not for armies and navies alone, but for nations in their whole home policy, in the front they offer to the enemy.

Now our "optimists," so called, are annoying because, whatever happens, they vow the war goes grandly and the enemy is breaking up; the pessimists are as bad with their moanings and croakings about the impossibility of beating "sixty million Germans." But worse than either is the type busy in his idle way with some "coloured" device for "detaching" this Power or that from the German group—instead of striking hard at the enemy in the field, on the water, at the base. This type, always diffident and full of vain doubts, does not trust or back up our Army and Navy. His one idea is to get somehow to the end of the war and crawl out by "negotiation" from the enemy group now. Turkey, now Bulgaria, now Austria. To bribe or otherwise entice them out and so make Germany's position hopeless for some years to come—that is the idea. It does not signify that such a craven "draw" will only bring Germany on its again within a dozen years from now, nor does it signify that it can only bring on Bulgaria at the cost of Serbia, Austria at the cost of Italy, as well as Serbia, Turkey at the price of our own eternal disgrace. What would America say about the proposal to get in again with the nation which butchers the Armenians with less compunction than we kill a fly? I fancy it would be something emphatic.

But it is not so much Bulgaria or Turkey that people are asked to regard leniently and "statesmen" advised to detach it is Austria. There is a pro-Austrian sentiment dispersed among a number of wide apart and even antagonistic minds in England. It is due to a complete misconception of the aim and character of the tyranny of Austria; also to a carelessness as to how her salvation on anything like the present basis must affect Italy—and Serbia too.

A NOBLE CRUSADE.

Italy did not go to war in May, 1915—when the Allied cause was at its nadir—simply for her own ends. She is quite as good an idealist as any nation, old or new, of the Entente. But, frankly, she did go to war with the resolve to release her people and her lands from the Austrian grip. How has Austria treated those people during the last half-century, let us say, and how is she treating them to-day? As to the latter part of the question, I wish I could put before every reader of this article a photograph of the murder of a noble Italian crusader.

The Austrians took Lieutenant Battisti prisoner, and they hanged him like a vulgar criminal. It happens that an Austrian officer took a wonderful snapshot of the incident. Battisti is seen purloining among a guard of assassins to the scaffold. About his set face and whole mien, the face and mien of a hero, is not a sign of finchiness.

Death stands above me, whispering low I know not what into mine ear. Of this strange language I know.

Is there is not a word of fear. Battisti no more shrank from the Austrian scaffold than did the Italian patriot Angelo with his little dagger shrunk from the sword of Weisprer, first duellist of the old Austrian Army, in George Meredith's story.

This hanging of Battisti was typical Austrian. I merely mention it because of its recent and dramatic interest. There is no doubt the Austrian is the artist of his age in this branch of "working people off," as Dennis, the singular character in "Barnaby Rudge," put it.

To this day during the war and the peace before it—people, Slav and Italian, who disagree in politics, markedly, with the ruling classes in Austria are "worked off" in the Dennis manner: their attendants, after nothing we would dream of calling trial, being priest, doctor, executioner.

That is the law and the custom; and I am writing of the year 1917, not of the Middle Ages. Priest, doctor, and executioner—the first to "work off" your political opponent in the spirit, the last to work him off in the flesh. Such is the system, and one cannot deny there is a certain sense of completion about it. But why the doctor? Is he there to ease all the doctor to take care. Austria does not lose a potential subject. He is indispensable in certain cases, for the system does not suffer the hanging of women who are pregnant.

And this is the system which, because it produces gentlemen sometimes and stylists, we are to deal lightly with, to detach from the German group. Why, it is like detaching Lucifer from sin. The Austrian tradition is in many ways a curiously interesting one. It is picturesque survival; and in a drab, modern world we want, where it is practicable, to conserve our ancient traditions as we conserve suits of armour. Moreover, the Austrian has a certain precocity by reason of his refinements. He is often a stylist.

POWERFUL AUSTRIAN ARMY.

But, for all this, it is good enough to deal lightly with the Austrian because of these things, and because he has not allowed us to forget the South African War, and because he happens through his geographical position, not to face us just across the water? He is, after all, cutting Italian throats and hanging Slavs, which is aiding Germany to do the same by us and France.

We must, from motives of policy and self-preservation ultimately, and in loyalty to our Allies, regard Austria as a dangerous and subtle enemy. Austria is dangerous because her army, in spite of all the gibes levelled at it, is a great weapon. It is the army that binds the Austrian Empire and rivets the whole system with steel. The army consists of

(Continued at foot of next column.)

THE POLITICAL SITUATION IN RUSSIA. CONFLICT BETWEEN TWO MOVEMENTS.

[BY A RUSSIAN.]

The contest between General Korniloff and M. Kerensky has its root not in the rival ambitions of the two men but in the two distinct national movements representing Socialism on the one hand, and modern Russia on the other. For a considerable time the Russian Socialists have usurped the credit and fruits of the revolution. But they represent only a very small portion of the nation. Their influence has been limited to the working class employed in factories, but this class numbers barely ten per cent. of the population. The Russian people, who represent three-fourths of the whole inhabitants of the Empire, looks at the Socialists with disdain and is out of reach of the agitators. The workmen in the towns, however, were continually under their influence, whether their name happened to be Maximalists or Minimalists, Nihilists or Anarchists. This working crowd in Petrograd and Moscow did not distinguish much between these two names and was ready to follow any Socialistic speaker who knew how to talk persuasively. During the revolution of 1905 the same working-class was led by the same class of men as now. The movement, however, failed because a small portion of the population could not overcome the majority of the nation.

Circumstances are now entirely altered. Russia, divided as she is from her Allies by vast distances and difficult communication, has to rely to a great extent on her own productive power for war supplies. Hence the influence of the Russian working class is greater than ever. The entire nation was indignant when the old autocratic Government sowed corruption which hampered prosecution of the war. The resulting revolution was no longer the achievement of the working class—it was the deed of the nation. The working class played only a minor part in it. It was the Army, composed mainly of the Russian peasantry, the Duma, notwithstanding its Conservative majority, and the Russian General Staff, which made the revolution successful. Hence the first Provisional Government was composed of moderate elements. Those who represented the majority in the Duma were in a majority in the Government. At the head of that Cabinet was appointed Prince Lvoff a genuine aristocrat. As an exception made to conciliate Socialists, M. Kerensky, their leader in the Duma, was appointed Minister of Justice. The Russian Socialists, however, having their supporters close at hand, were continually gaining in power and ultimately dominated Russia.

The experiments of Socialist idealists have proved disastrous. They have created Ukrainian, Finnish, and even Siberian questions, and not only un-Socialistic politicians but even Generals who kept aloof from politics and who six months ago advised the Emperor to abdicate have been dismissed. These were the Grand Duke Nicholas, General Alexieff, General Ruskay, and General Brusiloff. If it were possible to make Generals in a few weeks the Socialists would appoint members of that Cabinet to military commands. The Socialists were afraid of transferring the Russian capital to Moscow because the influence of the real Russia is stronger there than in Petrograd. The self-appointed body of the Workmen's and Soldiers' Delegates has been constituted artificially; many Socialists joined the Colours in order to become members of this organisation. The only legitimate body, the Duma, is deprived of its influence. The Prime Minister, though a member of the Russian Parliament, has no majority in it, and the other Ministers have no seat in it. General Korniloff, who has been dismissed and accused of an attempt against the rights of the citizens, was the man who arrested the Imperial Family, and who has proved through all his career his genuine sentiments of patriotism. — London Morning Post.

MUST GIVE BACK ALSACE, SAYS HARDEN.

Maximilian Harden, writing in his review of the Zukunft, says: "Alsace, Germany, Trieste and Trieste must be returned to France and Italy if we wish to eliminate motives for discord in the future." As regards the future of nations, Harden professes agreement with the declaration of President Wilson. He considers that to assure the peace of the world a confederation of the European peoples should be constituted on the lines of the American and Swiss Confederations.

the Pretorians of the Emperor. The officers' uniform is their politics, the rank and file are welded by an iron discipline, the races cannily interwrought to spy on one another and ward off mutiny. There have been mutinies, of course; desertions; but the hard fact remains that a great Austrian army faces our Allies to-day which would otherwise be facing us. It is necessary to drive home this truth, so little recognised among many people, because scarcely otherwise can we realise what Italy is doing for the Allied cause in the war: She is fronted by the pick of the great army of Austria set in positions of immense natural strength, and she alone has so far won ground from the Central Powers.

Nor is it only in the army that Austria is strong, though without that army she must dissolve. The Austrians are wealthy. They have the coal of Bohemia, they are rich in various minerals, they have the great S. S. that are so extremely valuable in a long war in which railways mean much.

To free their own people and to carry out their share in the task of the Allies, the Italians have a gigantic work before them. But they have buckled to it with a splendid will. All their people are in the war. The Sicilians, the Sardinians, the Calabrians are furnishing great fighters, and the north is all alive with war industry. There were, before May, 1916, those who breathed caution, who advised that a good deal (parecchi) might be secured by standing aside, so that peace might become a byword among patriots. But it has passed, and I cannot discover a pacifist party worth the name in this noble country to-day. Italy is all in. — Daily Mail.

MERCHANT SEAMEN HEROES ROLL OF HONOUR AND A HISTORY.

SILVER WAR-BADGES.

Many tributes have been paid to the heroic part played in the war by the British mercantile marine which lost by death due to enemy action nearly 6,000 officers and seamen from August, 1914, to June 30th last. The public will welcome a statement issued by the Board of Trade as a White Paper, describing the provision for compensation for death or injury and other arrangements made for the benefit of the officers and seamen of our merchant ships. A silver war badge is to be given to those incapacitated by wounds and illness, a roll of honour is to be published, and an official history is being written of the part played by the mercantile marine in the war.

The statement is as follows:—Early in 1915, states the White Paper, the Government decided that officers and seamen of British merchant ships should be placed in the same position as officers and seamen of Fleet auxiliaries as regards payment of compensation for death or injury caused by war operations. A scheme was accordingly prepared and brought into operation early in 1915. It dates back to the beginning of the war, and in April, 1917, the amount that was being paid in pensions annually was over £70,000, apart from allowances for children and payments under the Workmen's Compensation Act. The scheme is non-contributory, and applies to every officer or seaman of a British ship whatever his nationality. It is administered on behalf of the Board of Trade by the War Risks Association, and, except in the case of ships which are on Government service, a proportion of the cost is borne by the owners, either directly or collectively through the clubs. The basis of the scheme is that in case of death a pension equivalent to one-third of the pre-war rate of pay is paid to the widow, and one-twenty-fourth in respect of each child up to the number of four up to the age of sixteen.

Since the scheme started various amendments have been made, such as the raising of the minimum pension paid to widows and the minimum allowances paid in respect of children, and the extension of the scheme to cover cases of disability aggravated by the war, or accidents caused by collisions due to vessels steaming without lights.

DEPENDENTS OF PRISONERS IN GERMANY. At the beginning of the war, a scheme was established for making an allowance to the dependents of officers and men imprisoned in Germany. The allowance was a half wage or £1 a week, whichever was the less, and the scheme was worked in connection with the Government insurance scheme, the owners paying 50 per cent. of the cost, and the Government 50 per cent. The scheme has recently been amended so as to give the dependents of men interested in Germany the benefit of the scale paid to the dependents of men who lose their lives owing to war operations, where this is better than the original scale.

In March, 1916, the Board of Trade established a scheme by which officers and seamen of British ships could insure their effects against war risks. Insurance certificates were sold at the Mercantile Marine Office at the principal ports at a rate of premium much below the real rate. Officers and men on ships on Government service were held covered without payment of premium, and in many cases shipowners insured the effects of the officers and men of their fleets. It has recently been decided to place officers and men on all British ships in the same position as those whose ships are on Government service, and accordingly the effects of all masters, officers and men are now held covered against war risks without payment of premium. The maximum amount of compensation payable in the case of seamen and firemen has been increased from £5 to £7 10s.

Under the Merchant Shipping Act the legal right to wages terminates on the loss of the ship, and though in many cases wages have been paid up to the date of the men's arrival in the United Kingdom, the practice is not uniform. Arrangements have now been made to secure that every officer or seaman of a ship lost by war risks shall be entitled as a matter of right to one month's wages, or wages up to the date of arrival in the United Kingdom, whichever is the greater.

Arrangements have been made to secure that officers and men whose ships are diverted by the competent Naval authority from the normal discharge port in the United Kingdom to another port shall be able to travel to the normal discharge port free of charge. Arrangements have also been made to enable officers and seamen who are discharged at one port and live in another port to travel to their home port at a reduced rate. Special facilities will also be given as to the carriage of luggage.

Lists are compiled of merchant seamen and fishermen detained in enemy countries, and these have been of great assistance to the associations who send food parcels and other necessities to these men. Arrangements have recently been made to secure for mercantile marine officers in Germany the advantages of internment in combatant officers' camps. The necessary payments are made through the Netherlands Minister at Berlin. Steps have been taken to encourage merchant seamen and fishermen interned in enemy countries or in Holland to study with a view to advancement in their profession, and members of the Board of Trade Examining Staff visited Groningen in August, 1916, and July, 1917, for the purpose of holding special examinations for Board of Trade certificates.

SILVER WAR-BADGES. Arrangements are being made for the distribution of the silver war badge to officers and seamen of merchant ships who, by reason of wounds received through enemy action or by reason of illness attributable to war service, are compelled to give up their employment in the mercantile marine. Arrangements have been made for publishing from time to time a Roll of Honour for the mercantile marine, giving the names of officers and men who have lost their lives owing to enemy action, or have been taken prisoner. Arrangements have been made for a history to be written of the part played by the mercantile marine in the war by a well-known writer. The work has already been commenced, and the writer will have full access to the records of the Admiralty, Ministry of Shipping, and Board of Trade.

"BACHELORS OF COMMERCE." A SIGN OF THE NEW WORLD.

[BY TWELVE BIRK.]

[The University Court of the University of Edinburgh have issued an ordinance that the degree of Bachelor of Commerce (B. Com.) may be conferred by the University.]

The grand old University of Edinburgh, over a mother of workers and not idlers of scholars and not players of hard-headed sons whom she adopts, sometimes penniless and sends out into the world, still almost penniless, to scale the world's highest ladders, has set a splendid progressive example to all other universities.

So soon as universities grant degrees of commerce, and perhaps not before (for snobbery is so in our bones), will the antique tradition be ended that it is not as fully worthy and socially honourable for a young man to embark on trade as to enter the Church, the Bar, Medicine, the Services, or to write a book or paint a picture.

Previous to 1914 this country was choked with victims of the "trade is bad" dogma; men with energies and abilities that would have triumphed in commerce; men with commercial genius (which is as great and shining a genius as any genius for law, medicine, letters, or the arts) who rotted their lives on the meagre earnings of professions they were unadapted for.

After the war the man of trade or commerce will see a veritable limitless prairie waiting his plough. Christopher Columbus, when he sailed to the New World, Cortes, when he sailed to the virgin spaces of adventure than the man of trade or commerce will survey after the great war. Is there no romance in this romance as great as any romance of adventure in literature, the arts, or the professions? Is there no honour in being one of those restorers of the broken web of trade between nations and peoples? Is there no glory to the builder, but only to those who sit and play with toys in his building?

Even before the war, trade and commerce were more romantic than was universally realised. There is no adventure more high, no just needing more courage, no to-day needing more skill, than the creation of a successful business. Nothing demands more laborious days and sleepless nights; none of the arts exerts from its school more concentration, clean and hard living, and eternal vigil. And as for romance—ask any captain of commerce in his confidential moments what he can tell you of romance, of enterprise that wavered in the balance, of experiments that spelled fortune or disaster, or foresight and intuition that moved mountains.

But the efforts of the trader and the man of commerce will be fruitless in the new world unless he is backed by the man who works with his hands. With the manual worker rests the awful responsibility whether the welter of the war ends with a worse welter in the first years of peace; whether we are to rebuild civilisation after the war or sit hopeless among her ruins. Those who are given awful responsibilities have the right to demand encouragement, education, and social honour. Behind all the "labor unrest" of the present day there is a factor, dimly realised perhaps, only by the restless workers; it travels beyond wage questions, beyond food prices and cost of living, beyond arid "recognition" of this or that trade union. The manual worker knows that he is the magnet that sets all things going, and he wants his place in the sun.

What would sooner revive the pride of manual work than university classes and degrees for skilled hand labour? What would serve better to create a proud and self-respecting class of skilled manual workers for the colossal task of the days of rebuilding? What would be a better recruiting allurement for the ranks of manual labour from the horde of poor indoor occupations than a Bachelorhood of Artisanry (B. Labour) of the University of Edinburgh?

THE SUBMARINE TOLL.

The following table shows the record of "ruthless barnburning" as it has affected Great Britain:—

| | | Sunk. | Over 1,000 tons. | Under 1,000 tons. | Fishing vessels. | Unaccounted for. |
|-------|------|-------|------------------|-------------------|------------------|------------------|
| Feb. | 25th | 2280 | 2281 | 15 | 0 | 4 12 |
| Mar. | 4th | 2528 | 2477 | 14 | 9 | 3 12 |
| " | 11th | 194 | 1259 | 16 | 4 | 16 |
| " | 18th | 2558 | 2438 | 16 | 8 | 21 19 |
| " | 25th | 2314 | 2433 | 19 | 7 | 10 15 |
| April | 1st | 2281 | 2399 | 18 | 13 | 6 17 |
| " | 8th | 2406 | 2367 | 17 | 2 | 6 14 |
| " | 15th | 2370 | 2331 | 19 | 9 | 12 15 |
| " | 22nd | 2385 | 2621 | 40 | 15 | 9 27 |
| " | 29th | 2716 | 2680 | 38 | 13 | 8 24 |
| May | 6th | 2274 | 2499 | 24 | 22 | — |
| " | 13th | 2369 | 2552 | 18 | 5 | 3 19 |
| " | 20th | 2664 | 2769 | 18 | 9 | 3 19 |
| " | 27th | 2716 | 2708 | 18 | 1 | 1 17 |
| June | 3rd | 2693 | 2642 | 15 | 3 | 5 17 |
| " | 10th | 2767 | 2622 | 20 | 6 | 6 23 |
| " | 17th | 2697 | 2693 | 27 | 0 | 3 1 |
| " | 24th | 2676 | 2622 | 21 | 7 | 0 22 |
| July | 1st | 2745 | 2846 | 15 | 5 | 11 16 |
| " | 8th | 2636 | 2620 | 14 | 3 | 3 17 |
| " | 15th | 2628 | 2620 | 14 | 3 | 7 12 |
| " | 22nd | 2747 | 2771 | 21 | 3 | 1 15 |
| " | 29th | 2747 | 2771 | 21 | 3 | 0 9 |
| Aug. | 4th | 2673 | 2706 | 21 | 2 | 2 13 |
| " | 11th | 2776 | 2666 | 21 | 2 | 3 13 |
| " | 18th | 2638 | 2764 | 15 | 3 | 2 12 |
| " | 25th | 2629 | 2680 | 18 | 5 | 0 6 |
| " | 31st | 2384 | 2432 | 20 | 3 | 0 9 |
| Sept. | 7th | 2744 | 2689 | 12 | 6 | 4 12 |
| " | 14th | 2695 | 2737 | 8 | 20 | 1 6 |
| " | 22nd | 2775 | 2691 | 13 | 2 | 2 10 |
| " | 29th | 2650 | 2742 | 11 | 2 | — |

* Including a sunk previous week.

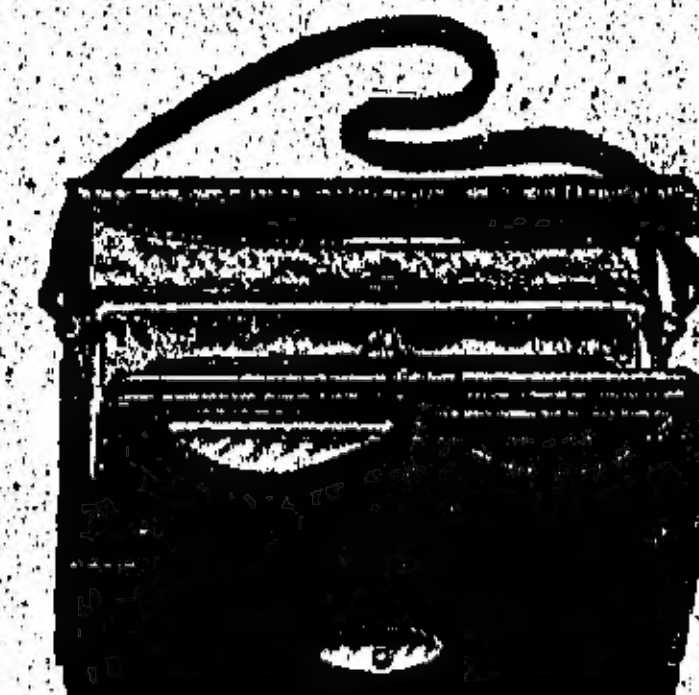
Names of officers and men who have lost their lives owing to enemy action, or have been taken prisoner.

Arrangements have been made for a history to be written of the part played by the mercantile marine in the war by a well-known writer. The work has already been commenced, and the writer will have full access to the records of the Admiralty, Ministry of Shipping, and Board of Trade.

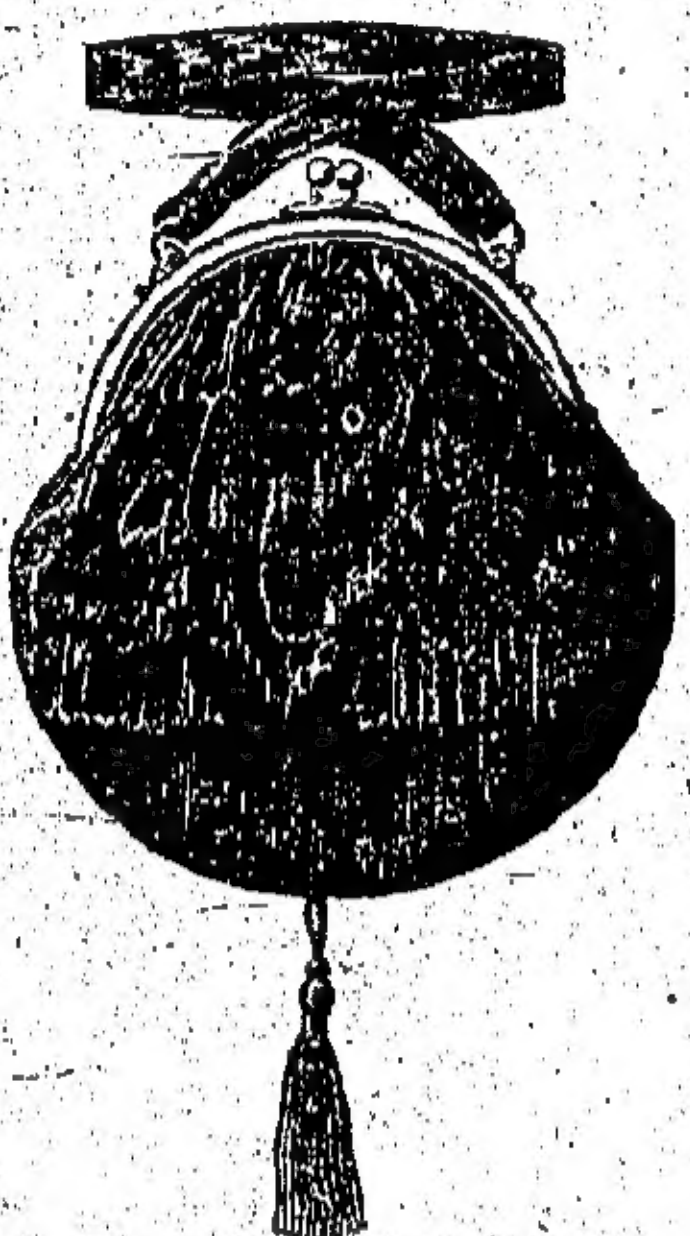
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NOTICES TO CONSIGNEES

S.S. "CHILL"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre, etc., in connection with above Steamer are hereby informed that the Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd Nov. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 6th Nov. or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 1st Nov., at 10 A.M.

No Fire Insurance has been effected.

F. THOMAS, Agent.

Hongkong, 27th October, 1917. [2]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Nov., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th October, 1917. [1206]

NOTICE TO CONSIGNEES.

From SHANGHAI, KOBE and MOJI.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID BASSOON & Co. Ltd., Agents.

Hongkong, 25th October, 1917. [24]

ON SALE.

HONGKONG HANDBAG REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1916.

EDITED BY THE MEMBERS.

PRICE \$5.

DAVID BASSOON & Co. Ltd.

Hongkong, 28th October, 1917. [1210]

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.

Electric Heat in Every Cabin. Electric Light in Every Berth.

One, Two and Three Room Suites with Private Bath.

Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fares.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All Steamers call at Shanghai both East and West Bound.

Through bills of lading issued via Vancouver in connection with Canadian Pacific Railway to all Overseas Ports in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Passage Fares, Freight Rates, etc., apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. B. SHAW, General Agent, Passenger Department, Hongkong. Telephone 42.

J. H. WALLACE, General Agent, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI & KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to

P. & O. S. N. Co. E. V. D. PARR, Superintendents.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR STRAITS TO SAIL

SHANGHAI "WOSANG" Friday, 2nd Nov. D'light.

MANILA "TAI SANG" Saturday, 3rd Nov., 3 P.M.

MANILA "YUENANG" Saturday, 10th Nov., 3 P.M.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, sailing at Haiphong when inducement offers.

BOERNEO LINE—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

GIANT LINE—A regular service is run from March to October between Hongkong and Tientsin, sailing at Weihaiwei and Chefoo.

UNDERSTRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

NOV. 16, 1917—JAN. 28, 1918.

AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 100, House Street.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

All Steamers fitted with Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

Yok Building, 1st Floor.

Telephone No. 1574.

JAVA-CHINA-JAPAN LIJN

OF THE

JAVA-CHINA-JAPAN LIJN

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "TJISONDARI" 30th October.

S.S. "BINTANG" 17th November.

S.S. "TIKEMBANG" 16th December.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overseas Ports to the United States of America and Canada.

For Particulars of Freight and Passage, apply to

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"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU

Steamers

"PRINSES JULIANA" 14,000 tons 30th Oct.

"WILIS" 8,000 tons 7th Nov.

"REMBRANDT" 10,000 tons 21st Nov.

"GOENTOER" 10,000 tons 5th Dec.

"RINDJANT" 8,000 tons 19th Dec.

"VONDEL" 10,000 tons 2nd Jan.

"ORANJE" 8,000 tons

"GROTIUS" 10,000 tons

"KONINGIN DER NEDERLANDEN" 16,000 tons

"OPHIR" 8,000 tons

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.

For further particulars, please apply to

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JAVA PACIFIC MAIL SERVICE.

Shipsbuilders, Sailors, Repairers, Boilermakers, Electrical and Mechanical Engineers.

Ships, Engines, Boilers, Motors.

The Taikoo Dockyard and Engineering Co., of Hongkong.

Kowloon, Canton Road, opposite the "TAIKOO DOCK".

Telephone 211.

Agents for John I. Thornycroft & Co. Ltd., Marine, Steam, and Road Motors, Light Draft Carriers, Cranes, Locomotives, Harbour, pleasure craft of every description.

THE TAIKOO DOCK

Agents for John I. Thornycroft & Co. Ltd., Marine, Steam, and Road Motors, Light Draft Carriers, Cranes, Locomotives, Harbour, pleasure craft of every description.

HONGKONG'S STORM SIGNALS

A NEW CODE.

New local and non-local storm signals codes will be introduced at Hongkong on July 1st, in place of the old Local Code and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the non-local signals. The new Local Code is given below:

DAY SIGNALS.

Signal Symbol. Meaning.

1.—Red cone.—A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.

2.—Black cone.—Gale expected from the North (N.W. to N.E.).

3.—Black cone inverted.—Gale expected from the South (S.E. to S.W.).

4.—Black drum.—Gale expected from the East (N.E. to S.E.).

5.—Black ball.—Gale expected from the West (N.W. to S.W.).

6.—Double cone.—Gale expected to increase.

7.—Black cross.—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the masthead of the storm signal mast on Blackhead Hill, the Harbour Office, H.M.S. "Tamar," Green Island signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chih-ko, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS. (Lamps)

1.—White-white-white.

2.—White-green-green.

3.—Green-white-white.

4.—Green-green-white.

5.—White-white-green.

6.—Green-green-green.

7.—Red-green-red.

The Night Signals will be displayed at sunset, on the tower of the Railway Station, on H.M.S. "Tamar," and on the Harbour Office flagstaff. They will have the same significance as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNING.

When local signals are displayed in the Harbour, a cone will be exhibited at the following stations:—Gap Mook, Waglan, Stanley, Aberdeen, San Ki Wan, Sai Kung, Sha Tau Kok and Tai Po.

To notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 6 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons, and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 6 may be displayed without a gale occurring at Hongkong, or even Gap Mook, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a localized typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

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VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr Geo. S. Arahbatt

Mr. & Mrs. E. K. Jacobson and family

Mr. & Mrs. J. W. Appleton

Mr. H. Murray B. n

Miss Barry

Mr. & Mrs. H. A. Baxter

Mr. E. R. Bellion

Mr. C. D. J. Bell

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELLERMAN" LINE.

(KILPATRICK & ECKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

TIENSIN ... "SUNNING" ... On 30th Oct., Noon.
SHANGHAI ... "SHANTUNG" ... On 3rd Nov., Noon.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships: Electric Light and Fans in Saloon and State-rooms.
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships: Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to

TELEPHONE 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 8 to 10 Days).

"BAITAN" ... Capt. A. E. Hodgins ... WED. JAY, 31st Oct., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
Freight or passage apply to

DAVID SASSOON & CO., LTD.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

| Steamers | Leave Hongkong | Connecting Mail | Despatch | Despatch |
|----------|----------------|-------------------|----------|----------|
| to | to | to | to | to |
| COLOMBO | NOON | Str. from Colombo | 1817 | 1917 |

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with "CHINA" L.L.C.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

RE.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON.
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
Passenger Rates.

| STEAMERS | Leave Hongkong | Leave SINGAPORE | Leave PORT SAID | Leave LONDON |
|--|----------------|-----------------|-----------------|--------------|
| | about | about | about | about |
| The Intermediate Service is Temporarily Suspended. | | | | |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each berth furnished with an Electric Reading Lamp.
Sound-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be altered or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Rates, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,
CAPE TOWN and MADEIRA

VICTORIA, B.C. and SEATTLE
via SHANGHAI, MOJI, TOKIWA MARU (SATURDAY, 8th Dec., at Noon)
Kobe, YOKKAICHI, and Capt. Ogura
YOKOHAMA

SYDNEY and MELBOURNE, via MANILA, ZAMBOANGA THURSDAY ISLAND
TOWNVILLE and BRISBANE

CALCUTTA via SINGAPORE, PENANG and BANGGOL.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI, KOBE and TANGO MARU (FRIDAY, 10th Nov., at 11 A.M.)
YOKOHAMA Capt. Syed 13500

SHANGHAI, NAGASAKI and KOBE

SHANGHAI, KOBE and

SHANGHAI, KOBE and KASHIMA MARU (WEDNESDAY 14th Nov., at 11 A.M.)
Capt. Torawa 21000

YOKOHAMA ... MISHIMA MARU (MONDAY 3rd Dec., at 11 A.M.)
Capt. Nishimura 6000

SHANGHAI, KOBE and CEYLON MARU (SUNDAY 11th Nov., at 11 A.M.)
Capt. Tendo 10000

YOKOHAMA ... TAIHO MARU (FRIDAY 9th Nov., at 11 A.M.)
Capt. Ogawa 8000

EASTBOUND NEW YORK LINE
via PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,
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For Further Information, apply to—

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NIPPON YUSEN KAISHA,
K. MORI, Manager

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

| Steamers | Tons | Leave Hongkong |
|--------------|--------|-------------------|
| NIPPON MARU | 11,000 | SATUR., 10th Nov. |
| SHINYO MARU | 22,000 | FRI., 23rd Nov. |
| PERMA MARU | 9,000 | FRI., 7th Dec. |
| SIBERIA MARU | 18,000 | MON., 21st Dec. |

The s.s. "Nippon Maru" and s.s. "Perma Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINO, URU, BALBOA, CALLAO, ARICA
and IQUIQUE
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

| | |
|------------|-------------|
| ANYO MARU | 18,500 Tons |
| KIYO MARU | 17,500 " |
| SEIYO MARU | 14,000 " |

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd.,
and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2374 and 2375,

T. DAIGO, Agent,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Aden, Djibouti,
Suez, Port Said, Marseilles.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets from 1st June, 1917, to 31st October, 1917, and interchangeable
only with PENINSULAR and ORIENTAL S. N. Co. for return journey.

FARES: TO KOBE, \$125.00; TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 740. F. THOMAS, Agent,
Queen's Building.

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA
SHANGHAI, MANILA, NAGASAKI,
MOJI, KOBE, AND YOKOHAMA

"MANILA MARU" ... THURSDAY, 8th Nov., at 8 P.M.

"CHICAGO MARU" ... TUESDAY, 20th Nov., at 8 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between
Hongkong and Peking and ports touching at intermediate ports in Japan. Overland
cargo taken on through Bills of Lading for U.S.A. and connections are made at Peking
Bound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de
Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling
Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay sailing at Singapore, and Colombo.
At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports sailing at Manila, Sandakan and Mentawai.
Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
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FORMOSAN LINE—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.

These Formosan Lines will arrive at and depart from the HOON YIP WHARF, near
the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be
used.
For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
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